

CALTRANS UPDATES

CALIFORNIA FREIGHT ADVISORY COMMITTEE
PORT OF LONG BEACH
MAY 30, 2018



Chris Schmidt, Chief

Division of Transportation Planning
California Department of Transportation



OVERVIEW

- Quick Updates
- CFMP Updates – Rahul Srivastava
- Interagency Updates – Eric Fredericks
- Projects for TCEP and SCCP
- Next Steps

QUICK UPDATES

- **Conferences**
 - FuturePorts – June 28, 2018, Long Beach
 - CA Short Line Railroad Association – July 23-24, 2018, San Diego
 - Caltrans Transportation Planning Conference – Feb 2019
- **Caltrans Freight Academy**
 - Ontario and Sacramento, Mar-April, 2018
 - 70 participants, 13 partner agencies
 - Freight system and Caltrans role
 - Thank you CTC Chair Fran Inman
- **NCHRP Synthesis “Prioritization of Freight Investment Projects”**

CAGTC Annual Meeting

California Representation

- Caltrans, SCAG, LA Metro, Port of LA, Port of LB, Alameda Corridor East
- Weather stopped SANDAG in Austin

Key Takeaways

- CAGTC would like see more transparency in TIGER & INFRA project selection, viewed political when done in a “black box”
- Would like merit based selection for the intended purpose - Freight projects
- Would like permit reform, without compromising the environment, federal agencies are often contradictory causing substantial delay
- Would like higher % eligible for multimodal projects
- Not expecting infrastructure package before reauthorization
- Would like to see truck parking in all state freight plans
- Encourage coordination between neighboring states
- INFRA NOFO approximately this summer \$900m
- Props to California for TCEP project selection transparency, matching federal funds

FREIGHT PLAN

California Freight Mobility Plan



- Addendum
- 2019 Update

CFMP Addendum

Submitted for FAST Act Compliance with **three new Elements**

Refer to CFMP 2014 for other elements (same requirements as MAP-21):

- Element 1: Freight System Trends, Needs, and Issues
- Element 2: Freight Policies, Strategies, and Performance Measures
- **Element 3a: Multimodal Critical Rural Freight Facilities and Corridors**
- **Element 3b: Critical Rural and Urban Freight Corridors**
- Element 4: National Multimodal Freight Policy Goals and National Highway Freight Program Goals
- Element 5: Innovative Technologies and Operational Strategies
- Element 6: Improvements to Reduce Deterioration of Roadways
- Element 7: Freight Facilities with Mobility Issues and Strategies to Address Them
- **Element 8: Congestion or Delay Caused by Freight Movements and Mitigation Strategies**
- **Element 9: Freight Investment Plan**
- Element 10: State Freight Advisory Committee

CFMP 2019

- A reflection of California's freight investment needs
- Public Review Draft – July/August 2019
- **NEXT STEPS**
 - Update CFMP 2014 with new information
 - Restructure to follow FAST Act Requirements format
 - Emphasize themes based on stakeholder/public feedback
 - Extensive Outreach – ongoing
 - Expect information solicitation in next few weeks (to CFAC and partner agencies)

CFMP 2019 VISION – integrate

Vision - California Freight Mobility Plan 2014

“As the national gateway for international trade and domestic commerce, California enhances economic competitiveness by collaboratively developing and operating an integrated, multimodal freight transportation system that provides safe, sustainable freight mobility. This system facilitates the reliable and efficient movement of freight and people while ensuring a prosperous economy, social equity, and human and environmental health.”

Vision for a Sustainable Freight Transport System (CSFAP)

“Utilize a partnership of federal, State, regional, local, community, and industry stakeholders to move freight in California on a modern, safe, integrated, and resilient system that continues to support California’s economy, jobs, and healthy, livable communities. Transporting freight reliably and efficiently by zero emission equipment everywhere feasible, and near-zero emission equipment powered by clean, low-carbon renewable fuels everywhere else.”

CFMP 2019 GOALS

- Economic Competitiveness
- Safety and Security
- Freight System Infrastructure Preservation
- Environmental Stewardship
- Congestion Relief
- Innovative Technology and Practices

For CFMP 2019 Goals:

- Suggestions from CFAC, industry, and public

Public and Industry Engagement

Goal:

- **Public workshops (8 locations)**
 - Targeted on corridor/hot spot locations
 - Input opportunity for local interest groups, public agencies, and the public.
- **Focus groups (5 industry groups)**
 - Used to solicit views of major groups with similar interests.
 - Candidates include Northern and Southern California motor carriers
- **Interviews (30 in person interviews)**
 - Directed toward major stakeholders such as MPOs, ports, Class 1 railroads, and industry associations.
- **Surveys (100 responses/online)**
 - Targeted toward stakeholders and representatives with specific concerns or expertise
 - Respondents solicited via emails from consolidated stakeholder lists
 - Using Survey Monkey or similar common system
- **Native American tribal listening sessions (5 locations)**



CALIFORNIA FREIGHT MOBILITY PLAN 2019

Introductory Public Workshop:
Southern California

May 17, 2018
Diamond Bar, CA

WHEN & WHERE	WHAT	WHY
May 17, 2018 4 p.m. – 6 p.m. Diamond Bar City Hall Windmill Conference Rm 21810 Copley Drive Diamond Bar, CA 91765 > Free to attend > Open to the public > ADA compliant > Free parking	Participate in this introductory public workshop to: Learn more about the purpose, process, and history of the California Freight Mobility Plan (CFMP 2019). Comment on several areas focused on local opportunities and challenges.	We are engaging the public through a meaningful process to: Understand local and regional goods movement opportunities and impacts. Determine how the State can facilitate efficient and sustainable goods movement.

YOUR INPUT IS IMPORTANT – GET INVOLVED!

The information you provide will benefit the CFMP 2019 by addressing and integrating local, regional, and statewide freight issues and proposing potential solutions.

QUESTIONS?

For more information, go to: www.dot.ca.gov/transplanning/cfmp2019
 Email: CFMP@dot.ca.gov






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CFMP Public Workshop - May 17 Diamond Bar

- Participants:

- General public
- City planners
- University scholars / students
- Air quality advocates
- Energy providers
- Consultants



- Traffic Congestion and air quality are seen as the most significant negative results of current goods movement in local communities.
- The Public sees broader access to the online market as the biggest benefit of current goods movement in local communities.
- The relationship between economy/ Jobs and freight industry is unclear to the public.
- Goods movement is seen negatively overall due to the observable presence of increased truck traffic on arterials / delivery vehicles in neighborhoods.
- Majority of participants would like to stay informed throughout the process.

CFMP Public Workshop - May 17 Diamond Bar

Station 1: How do you **INTERACT** with freight in your community?

le: residential truck traffic, grade separations, distribution centers

Station 2: What **IMPACT** from freight do you observe in your community?

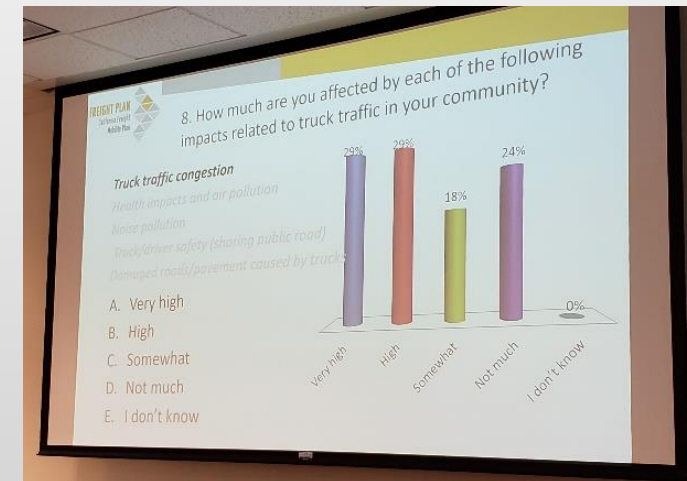
le: noise, air quality, wear and tear on roads, traffic congestion

Station 3: What **BENEFITS** from freight do you observe in your community?

le: online sales tax revenue, investment in local economy, jobs

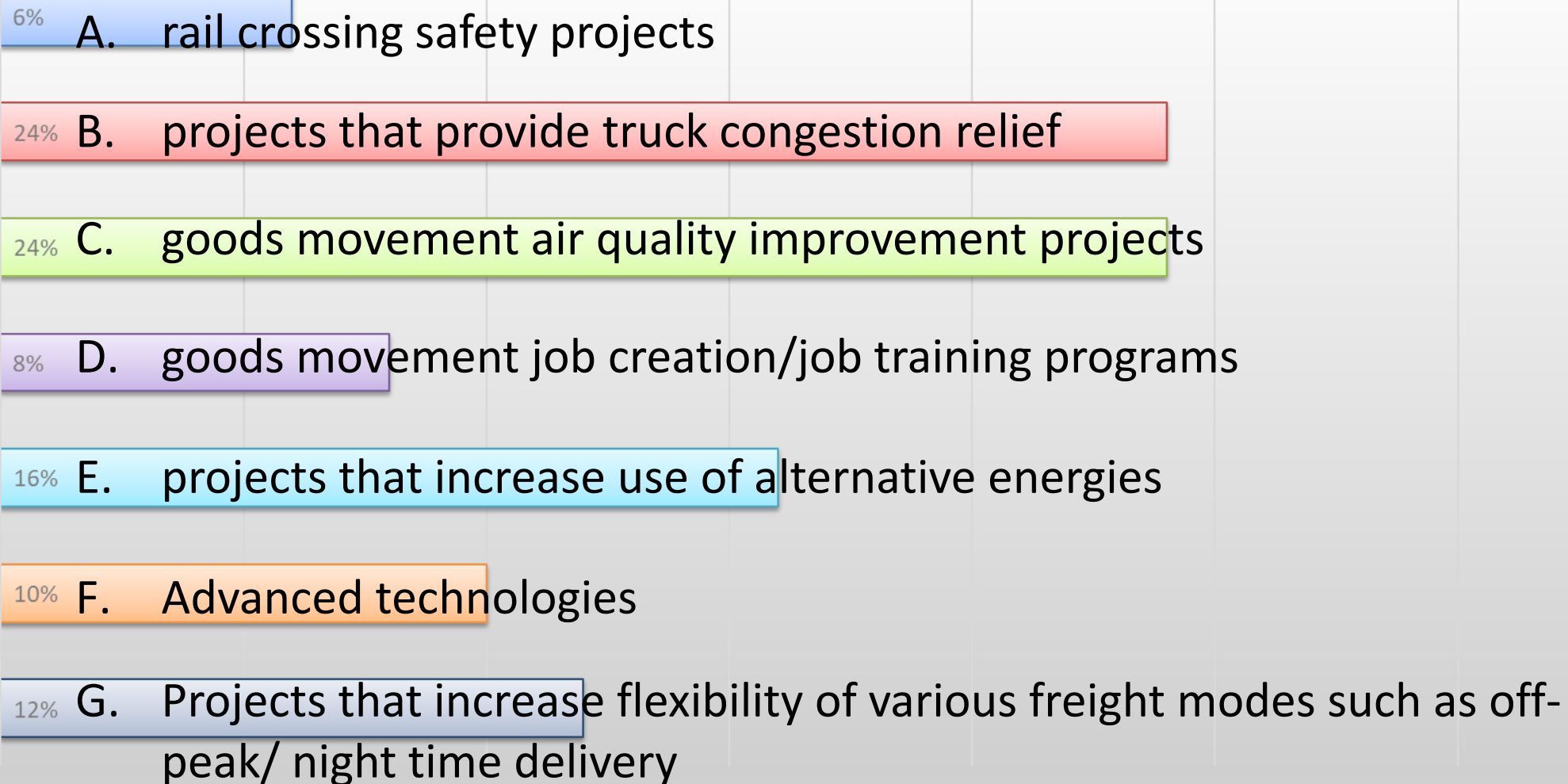
Station 4: What freight **INVESTMENTS** should be made in your community?

le: grade separations, truck climbing lanes, truck routes, congestion relief measures



CFMP Public Workshop - May 17 Diamond Bar

Public Recommendations for Freight Projects



CFMP Industry Focus Group Meetings

• Participants

- Industries (waste management, recycling, agg industry)
- Logistic companies /Trade companies
- Modal operators: Trucking / rail / airport / sea port
- Developers/ warehousing
- Caltrans /MPO / regional public agency staff

• Discussion Items

- Competitiveness
- Sustainability
- Technologies
- Workforce
- Projects & Programs



CALIFORNIA FREIGHT MOBILITY PLAN 2019

**Freight Industry Focus Group Discussions
We Want to Hear From You!**

Caltrans is engaged in developing the **California Freight Mobility Plan 2019** (CFMP 2019), and is actively incorporating the freight industries' perspectives on the opportunities and challenges experienced today in California.

We enlisted the consultant team of Fehr & Peers, Curt Pringle & Associates, and The Tioga Group to conduct a series of industry focus group discussions throughout the state. Each meeting will bring together motor carriers, warehouse and DC operators, 3PLs, manufacturers, agricultural producers, and other industry participants in a series of topical breakout sessions. Each session will cover key freight mobility concerns in California, such as:

-  **COMPETITIVENESS**
-  **SUSTAINABILITY**
-  **TECHNOLOGIES**
-  **WORKFORCE**
-  **PROJECTS & PROGRAMS**

Please join us to inform Caltrans and the CFMP 2019 team on the realities of freight transportation in California. A meeting schedule and agenda are enclosed. Please RSVP at www.cfmp2019.eventbrite.com to sign up for one of the following focus group meetings.

For more information about the CFMP 2019, please visit: www.dot.ca.gov/transplanning/cfmp2019
For questions about the CFMP 2019 or the focus group sessions, please contact:
Dan Smith, dsmith@tiogagroup.com, 925.631.0742, or email CFMP@dot.ca.gov

FOCUS GROUP SESSION DATES & LOCATIONS		
South Central Valley	KernCOG Conference Room, 1401 19th St, Suite 300, Bakersfield, CA 93301	April 27, 2018 8 a.m. – 1 p.m.
San Bernardino & Inland Empire	Caltrans District 8 Conference Room, 464 West 4th St, San Bernardino, CA 92401	May 17, 2018 8 a.m. – 1 p.m.
Los Angeles & San Diego	Gateway Cities Conference Room, 16401 Paramount Blvd, 2nd Floor, Paramount, CA 90723	May 18, 2018 8 a.m. – 1 p.m.
Bay Area	Caltrans District 4 Parkview Conference Room, 111 Grand Ave, Top Floor, Oakland, CA 94612	July 12, 2018 8 a.m. – 1 p.m.
North Central Valley	SJCOG Board Conference Room, 555 E Weber Ave, Stockton, CA 95202	July 13, 2018 8 a.m. – 1 p.m.
Sacramento Valley	TBD	TBD

FREIGHT PLAN
California Freight
Mobility Plan

CalSTA
CALIFORNIA STATE TRANSPORTATION AGENCY

Caltrans

CALIFORNIA TRANSPORTATION PLAN 2050

CFMP Industry Focus Group Meetings

- **Participants**

- **Who are we missing?**

- **Common challenge**

- Education! **Tell the true story of freight industry** to public and elected officials

- **Trucking / logistic companies concern**

- Cost of doing business in CA is outpacing costs in other states --> New entrants choose more affordable markets
 - Risk of additional regulations causes significant uncertainty --> Small companies are pushed out of the market.
 - lack of legal, safe truck parking areas for drivers to take mandated breaks and rest.
 - ELD/HOS legislations are unfair, impractical and State did not provide enough guidance.
 - Speed differentials between trucks and autos increase accidents. --> Other states have higher speed limits for trucks
 - Inadequate charging stations for alternative fuel trucks discourage use of these trucks
 - Driver shortage is critical --> It is a function of California cost of living, insurance costs, regulations, interested but unqualified persons



CFMP Industry Focus Group Meetings

- **Warehousing/ Distribution center/ Developers**
 - ISR (Indirect Source Rule) addendums will significantly and adversely impact warehouses
 - California bureaucratic procedures and expensive Air quality requirements push industries to other states.
- **Sea Ports**
 - Still growing, but we are loosing market share to other states
 - Difficulty of permitting process in California is the main obstacle for growth
 - Lack of coordination/ data sharing platform is the root of inefficiency
 - regulation and policies that are not-business driven is increase the cost of operation in California
 - Incentive based mechanisms are needed to achieve environmental goals while remain competitive



CFAC Workshop - Sacramento, February 20th

- **Break out #1: Goals**

- Reliability and resiliency of freight transportation system
- Improve efficiency in shared use corridor
- Infrastructure Preservation/Expansion
- Expedite growth in rural areas to relieve the pressure on congested area
- Clear definition of elements of sustainability
- Elimination of rail passenger/freight conflicts
- Tell our freight story to public, elected officials, industry

- **Break out #2: Challenges and Trends**

- Future uncertainty and lack of guidance
- Workforce training alignment with new technologies
- Lack of affordable housing
- CEQA requirements
- Lack Infrastructure support for emerging technologies
- Lack of coordination between regions for project nomination / grant application



CFAC Workshop - Sacramento, February 20th

- **Break out #3: Project Evaluation Criteria**
 - Velocity / congestion relief
 - A safety metric with clear definition
 - Economic / Job growth: construction jobs, permanent jobs, saved jobs, new jobs
 - A “Housing” metric: e.g proximity to available affordable housing
 - Improves a freight multimodal connector route, first/last mile connector
 - Uses information technology to improve system operations
 - Environmental / air quality metric
 - Productivity/ efficiency/ throughput metric
 - Support new/ emerging freight facilities





Interagency Updates



Trade Corridors Enhancement Program (TCEP)

Annually \$300 million

Solutions for Congested Corridors Program (SCCP)

Annually \$250 million



TCEP – Summary

Applicant Agency	Individual Projects Selected	Individual Projects Not Selected
Caltrans Only	1 \$ 68,606	0 \$ 0
Jointly Nominated	15 \$ 889,065	2 \$ 33,002
Regional Only	23 \$ 436,958	20 \$ 609,282
Total Projects	39 \$ 1,394,629	22 \$ 642,284

* Amounts in 1,000 Dollars



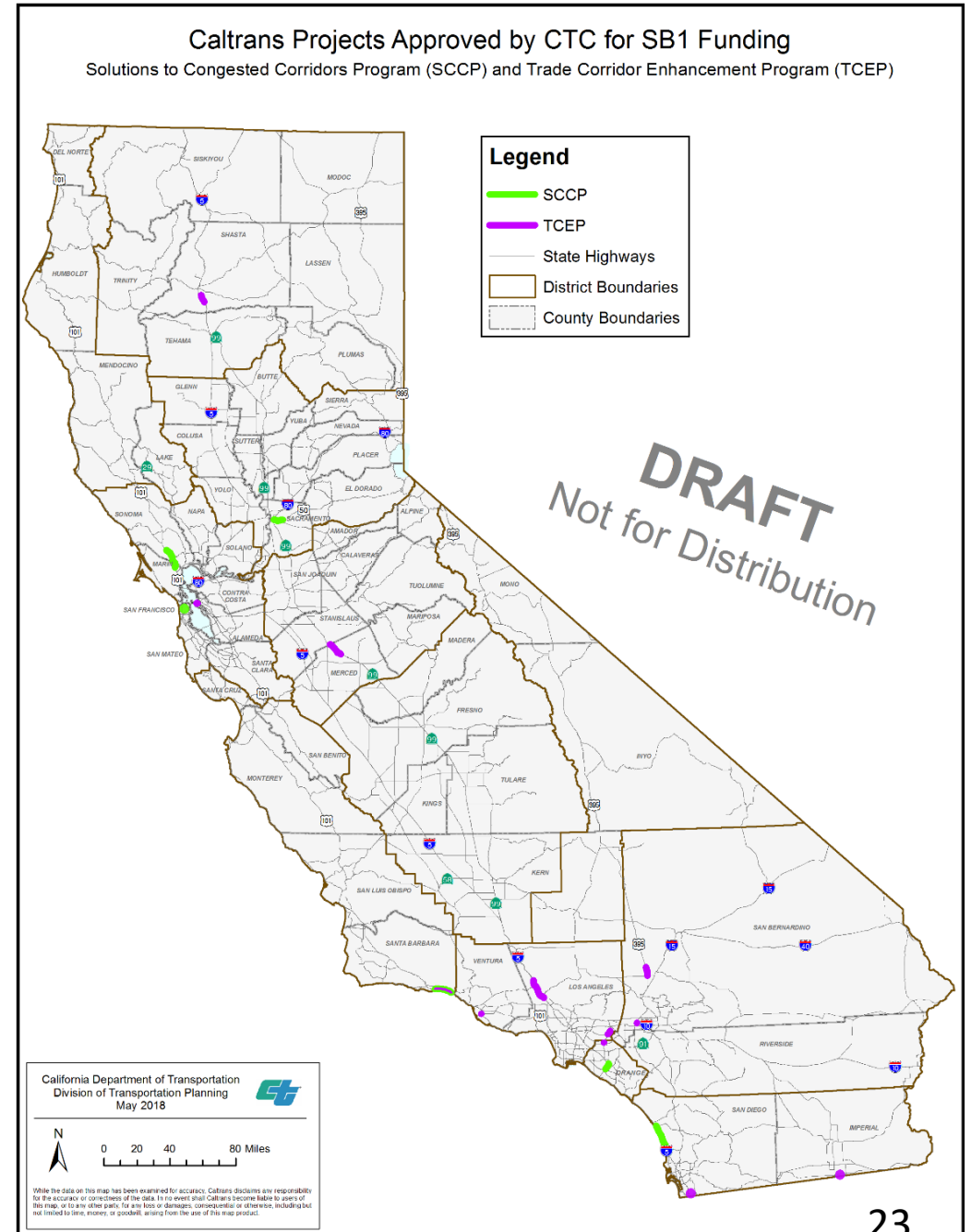
SCCP – Summary

Applicant Agency	Individual Projects Selected	Individual Projects Not Selected
Caltrans Only	0 \$ 0	1 \$ 75,000
Jointly Nominated	7 \$ 791,000	6 \$ 337,000
Regional Only	2 \$ 215,000	18 \$ 184,000
Total Projects	9 \$ 1,006,000	25 \$ 596,000

* Amounts in 1,000 Dollars



TCEP and SCCP Approved Projects (Caltrans/Joint)





TCEP – Caltrans/Joint Projects

Priority	County	Route	Project Name	Funding Approved by CTC
1	LA	005	LA 5 North Corridor, HOV-Truck	\$247,000,000
2	SD IMP	VAR	Border System Network Improvements	\$82,487,000
3	VEN	034	Rice Avenue Rail Safety Grade Separation	\$68,606,000
4	SBD	Off System	Etiwanda Ave Rail Safety Grade Separation	\$60,000,000
5	ORA	057	Route 57 / Lambert Road Interchange Improvement	\$65,705,000
6	SB	101	US 101 Santa Barbara South Coast Multi-Modal Corridor	\$51,000,000
7	ALA	Off System	Go Port 7th St Grade Separation (East segment)	\$175,000,000
8	SBD	010	I-10 Corridor Contract 1 (Express Lanes)	\$117,831,000
9	SHA	005	Redding to Anderson 6 Lane (Big and Little Easy)	\$65,700,000
10	LA	057	Route 57/60 Confluence: Chokepoint Relief Project	\$22,000,000
11	SB	395	US-395 Widening Phase 1	\$24,292,000
12	MER	099	Livingston Widening (N/B)	\$29,050,000
Totals:				\$1,008,671,000



SCCP – Caltrans/Joint Projects

Priority	County	Route	Project Name	Funding Approved by CTC
1	SM SCL	101	San Mateo /Santa Clara 101 Managed Lane Project	\$233,200,000
2	SB	101	US 101 Santa Barbara South Coast Multi-Modal Corridor	\$132,880,000
4	SAC	050	US 50 Corridor Multimodal Enhancement Project	\$110,300,000
5	SD	005	San Diego 5 North Coast Corridor	\$195,000,000
9	SON	101	Marin Sonoma Narrows HOV	\$84,791,000
10	SAC	005	SAC 5 Corridor Enhancement Project	\$15,000,000
11	ORA	055	SR 55 Widening from I-5 to I-405	\$19,918,000
Totals:				\$791,089,000



TCEP – Regional Spread

		REQUESTED FUNDING*	ADOPTED FUNDING*	
			REGIONAL	STATE
TOTAL - NORTH REGION		\$ 354,886	\$ 260,886	\$ 85,000
	North Target		\$ 217,000	
TOTAL - SOUTH REGION		\$ 989,040	\$ 494,615	\$ 332,256
	South Target		\$ 467,000	
TOTAL - BORDER REGION		\$ 146,843	\$ 44,665	\$ 60,507
	Border Target		\$ 89,000	
TOTAL - CENTRAL REGION		\$ 16,000	\$ 16,000	\$ 35,000
	Central Target		\$ 16,000	
TOTAL - OTHER		\$ 65,700	\$ 24,000	\$ 41,700
	Other Target		\$ 16,000	
* Amounts in 1,000 Dollars.				



TCEP – Projects NOT Selected

County	Applicant Agency	Project Title
Alameda	Alameda CTC	SR 84 Expressway Widening and SR 84/I-680 Interchange Improvemnts
Alameda	City of Berkeley via MTC	Railroad Crossing Safety Improvement Project
Los Angeles	City of Los Angeles - Port of LA	State Route 47-Vincent Thomas Bridge & Harbor Bl.-Front St. Interchange
Port	Port of Hueneme	Structure for Transfer of Automobiles Crating Key Economic Development
Riverside	City of Coachella	State Route 86 / Avenue 50 New Interchange
Riverside	City of Beaumont	Pennsylvania Avenue Grade Separation
Riverside	City of Beaumont	SR-60/Potrero Boulevard Interchange Phase 2
Riverside	City of Beaumont	I-10 Oak Valley Parkway Bridge & Interchange
Riverside	City of Beaumont	North California Avenue Grade Separation
Riverside + San Bernardino	Cities of Calimesa and Yucaipa	I-10/County Line Road Interchange
Sacramento	City of Elk Grove	Kammerer Road Extension and Widening
Sacramento	Sacramento County	Hazel Avenue Improvement - Phase III
Sacramento	Capital SE Connector JPA, Sacramento Co., City of Rancho Cordova	Capital Southeast Connector Expressway
Stanislaus	Stanislaus County	North County Corridor Segment



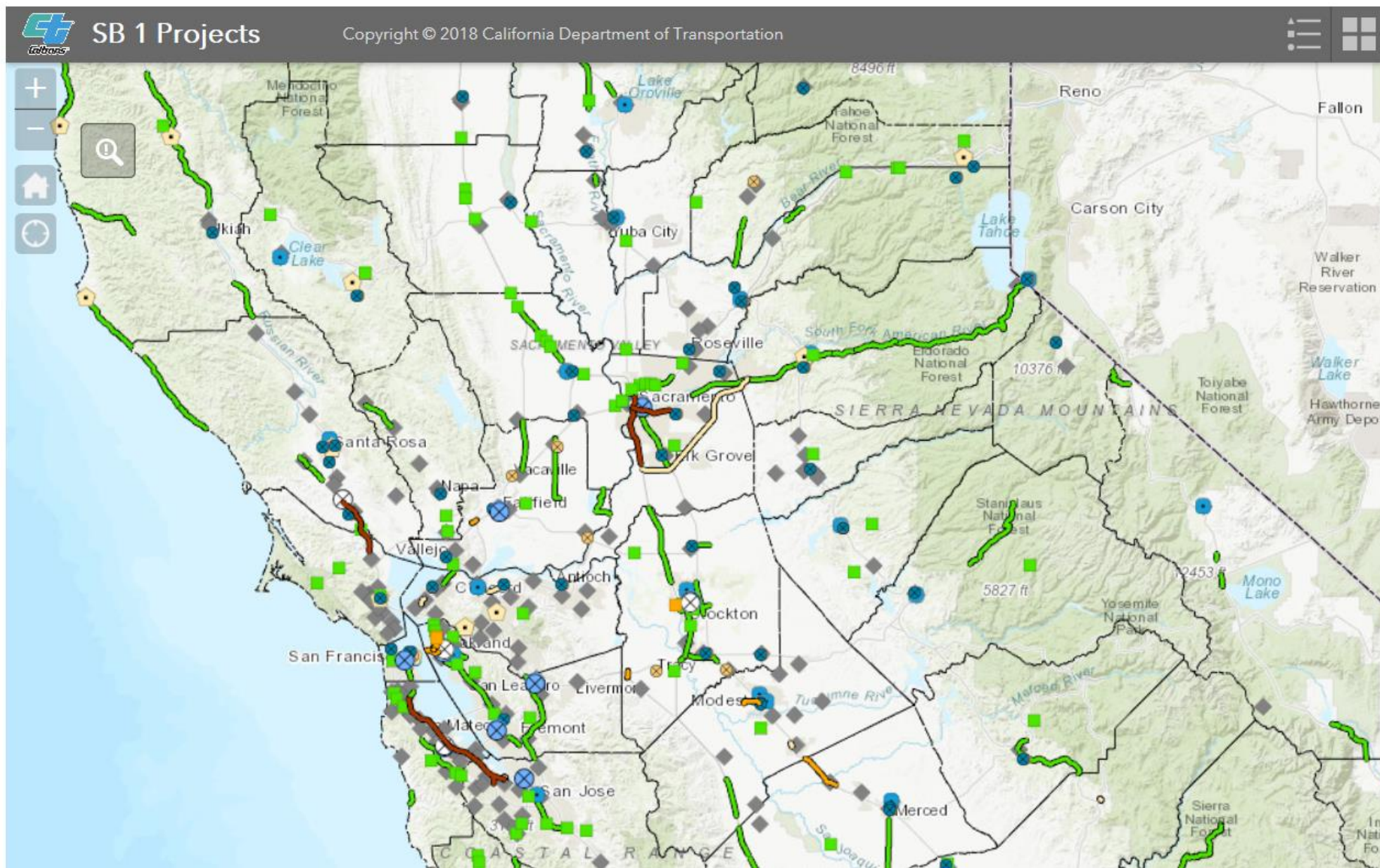
SB 1 PROJECTS Map

- <http://rebuildingca.ca.gov/map.html>



FULL PROJECT LIST





SB 1 PROJECTS

STATE PROJECTS

- State Highway Projects
- Bike and Pedestrian (ATP)

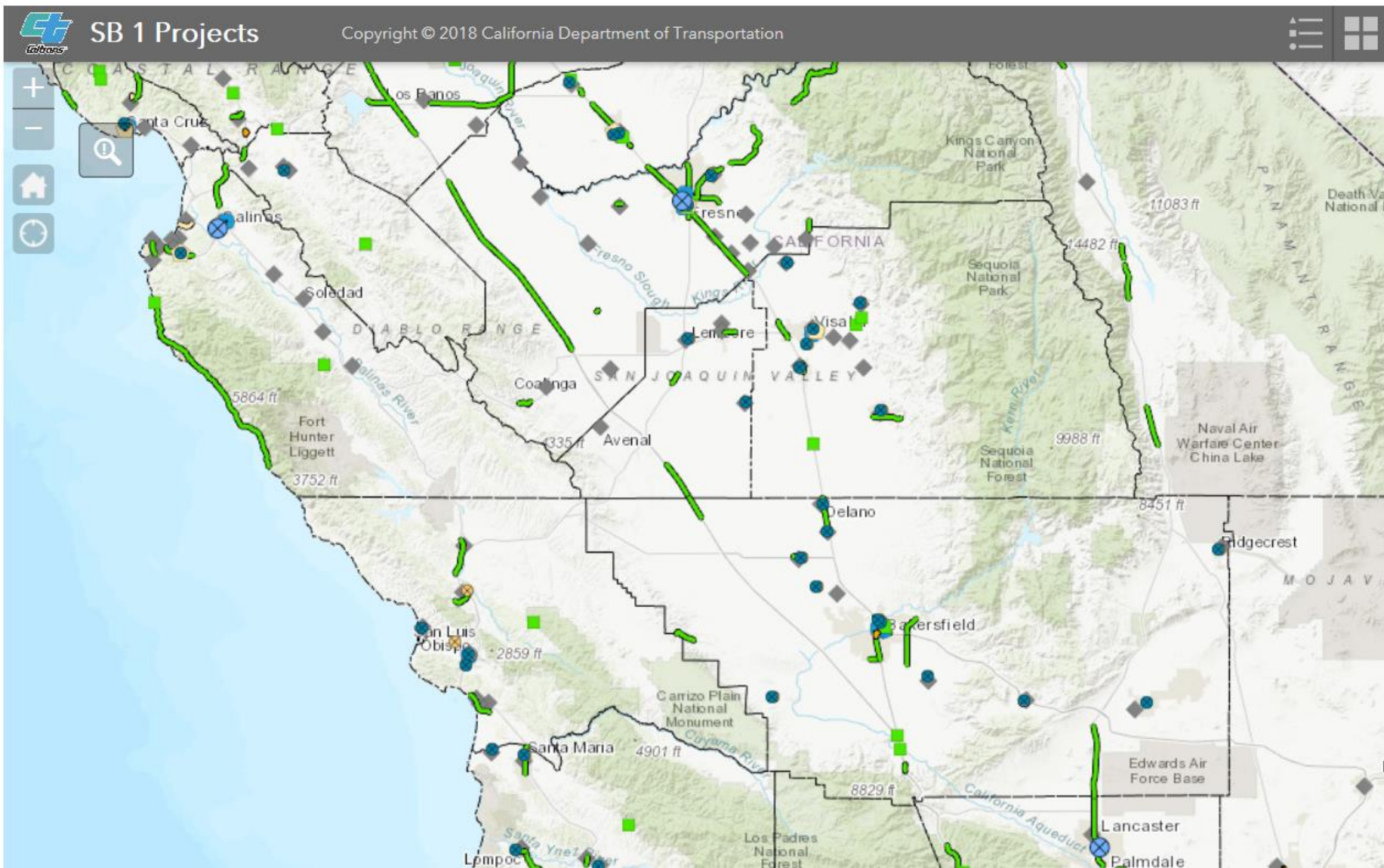
CITY AND COUNTY PROJECTS

- Local Streets and Roads
- Local Partnership Program
- Solutions for Congested Corridors
- Trade Corridor Enhancement Program

TRANSIT PROJECTS

- State Rail Assistance
- State of Good Repair
- State Transit Assistance
- Transit and Intercity Rail Capital Program

**SEE LATEST UPDATES
TO SB 1 PROJECT MAP**

[About SB 1](#)[Project Map](#)[State Funds](#)[Local Funds](#)[Oversight](#)[Resources](#)[Updates](#)[Search](#)[INTERACTIVE PROJECT MAP](#)[FULL PROJECT LIST](#)

SB 1 PROJECTS

STATE PROJECTS

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TRANSIT PROJECTS

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**SEE LATEST UPDATES
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CALTRANS - Corridor Plans

PURPOSE

- Identify and recommend transportation strategies and improvements
 - in coordination with our partners agencies
 - project candidates and non-project strategies
- To achieve Caltrans goals and objectives

NEXT STEPS

- Interim guidance expected in July 2018
- Full guidance in late 2018 or early 2019

CTC's Comprehensive Corridor Plan Guidelines for the SCCP.

FEDERAL GRANTS

- INFRA
- BUILD
- What are California's priorities?

Better Utilizing Investments to Leverage Development (BUILD)

Eligible capital projects:

1. highway, bridge, or other road projects eligible under title 23, USC
2. public transportation projects eligible under chapter 53 of title 49, USC
3. passenger and freight rail transportation projects
4. port infrastructure investments (including inland port infrastructure and land ports of entry)
5. intermodal projects.

Nominate up to three projects per agency.

Maximum grant award \$25 million.

No more than \$150 million can be awarded to a single State.

At least 30 percent of funds for projects in rural areas.

Application deadline July 19, 2018.

Collaborative PROJECT Nominations

- Alignment with Grants Requirements (federal/state)
- FAST Act requires “prioritized list of projects” in Freight Plans
- **YOUR ROLE**
 - CFAC Purpose *“Advising the State on key freight-related decisions, priorities, issues, projects, and funding needs from both statewide and regional perspectives.”*
- How to shortlist CFMP Project List to a manageable list of freight projects?

Thank you!

